

SECTION ONE

Command Overview (U)

1. (U) HISTORICAL OVERVIEW

Fleet Air Reconnaissance Squadron ONE had its origin at the Naval Station, Sangley Point, Philippines during October 1951. At that time a special project division of the Air Operations Department was formed to meet the changing needs of the Fleet. This division was organized as an Electronic Countermeasures Group in the Pacific Fleet, and on 12 May 1953, the division was assigned to Airborne Early Warning Squadron ONE as detachment "ABLE". The detachment was reorganized in June 1955 and designated Electronics Countermeasures Squadron ONE. The squadron moved to MCAF Iwakuni, Japan in October 1955 and then to NAS Atsugi, Japan in July 1960 where it received its present name, Fleet Air Reconnaissance Squadron ONE. During its early years, the squadron made extensive use of the P4M-1Q and the A3D-1Q. However, due to an increase in size and tasking, the aircraft inventory would expand to include the EC-121 "Super Constellation", the follow-on EA-3B "Skywarrior" aircraft, and the EP-3B and EP-3E "ORION" aircraft.

In June 1971, VQ-1 underwent its biggest change when it moved from Japan to Guam. In addition to its broad mission of Electronic Reconnaissance, the missions of weather reconnaissance and high altitude photography were added with the absorption of Airborne Early Warning Squadron ONE (VW-1) and Heavy Photographic Squadron SIXTY-ONE (VAP-61).

For a brief time the squadron shouldered the mission of Typhoon and Weather Reconnaissance from the International Date-line to the Malay Peninsula. The weather mission was discontinued at the end of the 1971 typhoon season, but the squadron retained the Photographic Reconnaissance capabilities, boasting advanced worldwide photographic and cartographic mapping capabilities until the RA-3B's retirement in July 1974. Also retiring from the squadron's inventory of aircraft in the summer of 1974, was the EC-121M "Super Constellation". Aircraft presently used within the squadron include the EA-3B Douglas built "Skywarrior" aircraft, and the EP-3B and EP-3E Lockheed built "Orion" aircraft.

The primary mission of VQ-1, is to conduct electronic reconnaissance missions in support of fleet battle group operations. To perform its mission, Fleet Air Reconnaissance Squadron ONE operates throughout the Western Pacific and has become known Pacific-wide as the "World Watchers".

2. (U) COMMAND

Fleet Air Reconnaissance Squadron ONE, based at the Naval Air Station, Agana, Guam, was under the command of Captain J D MEYER, U.S. Navy, throughout all of calendar year 1980.

HISTORY OF

FLEET AIR RECONNAISSANCE SQUADRON ONE

VQ-1

The history of the squadron started in October 1951 as a Special Projects Division of the Air Operations Department at the Naval Station, Sangley Point, Philippine Islands with LCDR J. T. DOUGLAS as the Officer-in-Charge. The Division was organized as a Special Electronic Search Program with four P4M-1Q aircraft with a primary mission of airborne electronic counter-measures in the Pacific Fleet. Electronic counter-measure operations were assigned to the Naval Communications Unit 38 CHARLIE and reported to the Special Projects Division Officer to perform their airborne duties.

In December 1952, LCDR A. W. SWEETEN took charge of the Division as the Officer-in-Charge. On 13 May 1953, the Division was assigned to Airborne Early Warning Squadron ONE as Detachment "ABLE".

In June 1954, the squadron was redesignated VW-3, Detachment "ABLE", with a crew of 22 officers and 110 enlisted men. LCDR A. W. SWEETEN remained the Officer-in-Charge until he was relieved by LCDR E. R. HALL in June 1955 at which time the detachment was reorganized and redesignated Electronic Countermeasures Squadron ONE (VQ-1) with LCDR E. R. HALL as the Commanding Officer. In June 1955 two additional P4M's were assigned bringing the total to six.

After becoming an independent unit and a full fledged commissioned squadron the men received further good news in September 1955 when they were informed that their squadron would be leaving the hot, rainy, humid climate of the Philippines and would be moving to Iwakuni, Japan.

By October 1955, the movement of the squadron from the Philippines to Iwakuni, Japan had been completed. The crew quickly adapted themselves to

the local environment and made many friends with the Japanese Nationals whom they found to be very friendly. After being informed that the squadron would be permanently based at Iwakuni, many of the married men brought their wives from the states to Japan, and the morale of the men was greatly improved.

The land on which the buildings and air strip of Marine Corps Air Facility Iwakuni are now located was at one time tidal marsh land covered with water most of the days of the year and a haven for mosquitoes and wild life. The Emperor made a gift of the waste land to one of his war lords, and the war lord erected the necessary preventative measures to protect the land from the sea.

The land was then used as farming area and remained farming country until the Japanese Government established an air base on these former waste lands. From this small base located on the southern end of the island of Honshu, the Japanese established a training base for fighter planes, and was utilized to train pilots to fly the famous "ZERO". After the Japanese pilots received their basic training at Iwakuni, they were sent to advanced schools located in the Tokyo Area.

Iwakuni is situated approximately thirty miles south of the city of Hiroshima, where the world's first atom bomb was dropped by the United States during World War II. Jurisdiction of Iwakuni Air Base has changed hands many times since the land was reclaimed from the sea by the Japanese War Lord. After the end of World War II, the base was first occupied by the British and Australians; then in 1951 the Korean War started, and Iwakuni was a bee hive of operations and activity by several different nations of the free world. The British and Australians relinquished control of the base to the U.S. Air Force, and the tenure of the base was received by the U.S. Navy from the Air Force on 1 October 1954 and remained under the administration of the Navy until

January 1958 when the base was designated the U.S. Marine Corps Air Facility, Iwakuni.

The weather at Iwakuni is mild and is very similar to the weather of the San Francisco area; consequently, this base affords excellent flying conditions for aircraft and good working weather for the personnel. The weather is so mild that most of the squadron personnel use motorcycles or bicycles for their personal transportation during the majority of the year.

CDR William H. HUFF reported to the squadron in June 1956 and became the new Commanding Officer, relieving LCDR E. R. HALL. By this time the squadron was fully organized, and the officers and men took additional pride in their organization. The personnel complement of the squadron had been increased to 28 Officers and 220 enlisted men. During June of 1956 a squadron record for flight hours was set, as 289 hours were logged, including 209 operational and 30 training. On 20 July 1956 LCDR F. E. STRUTHERS brought in the 1000th P4M landing since the squadron was commissioned. The squadron was now definitely standing on it's own feet and was a self-supporting unit of operation.

During the month of July 1956 LT J. EDIXION experienced one of the most unusual accidents in modern aviation history while he was flying a P4M. One of the reciprocating engines fell completely off, sending the plane into a flat spin, but by displaying unusual skill, LT EDIXION made a recovery at 3000 feet with the aid of the auxiliary jet engines, the plane was able to limp 100 miles into Naha Air Force Base at Okonawa. The only person injured during the freak accident was LT EDIXION, and he received a sprained ankle as he stepped from the aircraft after landing it safely on the air strip.

On the darker side of life, the squadron suffered a serious catastrophe during the month of August 1956 with the loss of one P4M and 16 men. This was caused by hostile and aggressive gun fire in the vicinity of Taiwan Straits.

As a result of this tragedy, all squadron personnel exhibited an intensified "can do" viewpoint toward their individual and collective squadron jobs, making for an efficient, cooperative and smooth running organization where all units worked together as one for the common good and functioned as a closely knit family.

CDR Harvey LARSON reported to the squadron during the month of August 1956 as the new Commanding Officer. Shortly after CDR LARSON's arrival, a new era of aviation was born and introduced to Iwakuni, namely, the arrival of two A3D-1Q Skywarriors. The A3D's arrived in Iwakuni on 3 November 1956, and this was a big day for the men of the squadron. All hands turned out to see the planes land on the air strip, and as the men observed and admired the aircraft taxi down the runway to the operations tower, they felt that they had just received a gift from heaven. The pilots put on a special show for the large crowd that gathered to see the planes land by deploying a drogue chute to slow down the normal touchdown speed of the planes. This was a very impressive sight to the men of Iwakuni, and VQ-1 Personnel were gratified that they were a part of the squadron which had the privilege to fly such splendid aircraft.

With the arrival of the A3D's, the crew had a tendency to visualize the squadron's P4M's as relics of the past days of infant aviation.

While it is true that the P4M-1Q is relatively slow when compared with the modern-day jets, it still was considered the faithful work horse for the squadron. The P4M-1Q is a long range patrol and reconnaissance aircraft that weighs approximately 90,000 pounds and is powered by two reciprocating engines and two turbojets rated at 4500 pounds thrust each. The jets are normally used during takeoff, landings and high-speed operations, with the reciprocating engines powering the aircraft during normal cruise operations. The P4M-1Q is a powerful

Plane that is capable of carrying a 16 man crew plus a 10,000 pound pay load. The manufacturer of the mercator aircraft built about twenty planes and sold them to the Navy in 1950, at which time the aircraft were considered to be the most modern patrol and reconnaissance planes in aviation history. Since their delivery to the Navy, the P4M's had performed their assigned duties in a faithful manner, however, and for this reason, many of the pilots had a sentimental feeling toward the P4M's, not with standing the fact that the Mercators were to be eventually replaced by more advanced and modern aircraft.

On 27 November 1957 CDR N. P. BYRD, Jr., relieved CDR LARSON as the new squadron Commanding Officer. With the new Commanding Officer in charge, the squadron continued to perform it's assigned mission of electronic countermeasures in support of the Seventh Fleet. Additionally, daily training was held for officer and enlisted personnel; they were taught to fly and maintain the three different types of aircraft used by the squadron at that time, namely, A3D-1Q's, P4M-1Q's, and TV-2's. Training was also conducted for the squadron's personnel to qualify them to better support and assist the fleet in such other duties as may have been assigned. The command still places strong emphasis on qualifying the flight crews as Combat Air Crewmen.

CDR R. C. JAMES become the new skipper on 30 November 1958. Tragedy began to strike with the crash of one of the squadron's A3D-1Q's piloted by LCDR DECKER in the inland sea near Iwakuni on 28 May 1959. On sixteen June 1959 a P4M-1Q was attacked in the sea of Japan near Wonsan, North Korea, and with the tail gunner seriously wounded and two engines and the rudders shot away, was barely able to make it to a safe landing at Miho Air Base. More bad luck followed in November 1959, when the squadron's first A3D-2Q was lost near Wake Island during transpac. No trace was found of the four crewmembers. Lady Luck again frowned our way in December 1959, when a severe windstorm struck our detachment at Shemya, Alaska, causing heavy damage to our hangar, and inflicting strike damage to a P2V parked

On 20 October 1959, CDR W. R. KNOPE took the reins.

The official name of the squadron was changed to FLEET AIR RECONNAISSANCE SQUADRON ONE on 1 January 1960. New personnel began pouring in to man and maintain the new aircraft, soon to arrive, and both old sales and newcomers were quickly hustled away to schools to obtain the skills that would be needed for their part in the squadron's facelifting. The first F9F-8T arrived in Iwakuni 12 February 1960; the first WV-2Q on 21 February 1960; and then the first A3D-2Q on 5 March 1960.

Preparations were being made for the squadron to move to Atsugi Naval Air Station, and both men and wives were looking forward to the change of scenery and abundance of well stocked PX's. The anticipation became a reality in June 1960, with the move completed and normal operations commencing at Atsugi on 1 July 1960. In July 1960 the last P4M-1Q was retired with the A3D-2Q's and the WV-2Q's becoming the faithful work horses for the squadron.

On 25 January 1961 CDR T. E. MOORE took over as the Commanding Officer. One week before the change of command in January 1961, we lost an A3D-2Q on the runway at Atsugi. LT H. P. SAMS was having his aircraft commanders check and he spun in after a wave-off. The cause of the accident was ^{un}determined.

~~REDACTED~~

The spirit of the squadron has continuously soared upward and the squadron is now known as "The Navy's Number One Squadron". The morale of the squadron is very high and is supported by outstanding personnel, squadron achievements, military bearing, and last but not least, squadron pride which consists of a "can do" attitude toward all problems which may confront the squadron.

In March 1961 the squadron set a new flight record. With 9 A3D-2Q's, 4 WV-2Q's; and one F9F-8T; we flew 720 hours — 355 in A3D-2Q's, 263 in WV-2Q's and 102 in F9F-8T. We now have four squadron parties a year instead of 2 with the officers wearing red coats and the chiefs wearing yellow coats. The squadron

has almost doubled it's personnel to 75 officers and 381 enlisted men since 1959. In September 1961 the squadron with its outstanding athletic record won the "Captain's Cup" for the first time on their first try The "Navy's Number One Squadron" continues to surge ahead.

WILLIAM L. PARKS
STJG USNR
Historical Officer

VQ-1 HISTORY FOR 1984
SECTION ONE - COMMAND OVERVIEW (U)

1. (U) Historical Overview

a. (U) Fleet Air Reconnaissance Squadron ONE originated at the Naval Station, Sangley Point, RP during October 1951. At that time, a special project division of the Air Operations Department was formed to meet the changing needs of the Fleet. This division was organized as the Electronic Countermeasures Group for the Pacific Fleet, and on 12 May 1953, the division was assigned to Airborne Early Warning Squadron ONE as Detachment "ABLE." The detachment was reorganized in June 1955 and reassigned to NAS Iwakuni, JA with the new designation of Electronic Countermeasures Squadron ONE. During the early years, the squadron made extensive use of the P-4M and the P-2 aircraft. Because of tasking requirements, the aircraft inventory was later expanded to include the EC-121M "Super Constellation" and the EA-3B "Skywarrior." The first of two EP-3B aircraft was delivered to VQ-1 in 1969. Between 1964 and 1973, VQ-1 flew ESM combat support for Task Force Seventh Fleet strikes and USAF B-52 "Arc Light" and "Rolling Thunder" missions during the Southeast Asia conflict. Combat support missions were flown over the Gulf of Tonkin and the Vietnam/Laotian border. VQ-1 EC-121M's, EP-3B's and EA-3B's operated from Danang, RVN until the American drawdown from Danang in March 1973. The EA-3B crews began operating from Gulf of Tonkin CV's while the EP-3B and EC-121M's staged from Cubi Pt, RP until the end of the conflict.

b. (U) In June 1971, VQ-1 underwent its biggest change when it moved from Japan to Guam. In addition to the squadron's broad mission of Electronic Reconnaissance, the missions of weather reconnaissance and high altitude photography were added with the absorption of Airborne Early Warning Squadron ONE (VW-1) and Heavy Photographic Squadron SIX ONE (VAP-61), when those two squadrons were decommissioned.

c. (U) For a brief time, the squadron shouldered the mission of Typhoon and Weather Reconnaissance from the international date-line to the Malay Peninsula. The weather mission was discontinued at the end of the 1971 typhoon season, but the squadron retained the Photographic Reconnaissance mission and continued these advance worldwide photographic and cartographic mapping capabilities until the RA-3B's retirement in July 1974. Also retiring from the squadron's inventory of aircraft in the fall of 1974, was the EC-121M "Super Constellation," after delivery of four EP-3E's during the same period. Aircraft employed by the squadron during 1984 were the EA-3B and VA-3B "Skywarrior," the EP-3B, EP-3E and UP-3A "Orion."

d. (U) The primary mission of VQ-1 is to conduct Electronic Reconnaissance Missions in support of Fleet Operations in order to obtain information and intelligence on areas of Naval interest. The Squadron's area of responsibility extends from the West Coast of the U.S. to the East Coast of Africa, an assignment which has earned the squadron the nickname "World-Watchers."

2. (U) Command

a. (U) Fleet Air Reconnaissance Squadron ONE based at Naval Air Station, Agana, Guam was under the command of Commander Ivan E. Hughes, U.S. Navy, from 1 January 1984 through 26 March 1984 and Commander John T. Mitchell, U.S. Navy, from 27 March 1984 to 31 December 1984. Commander Hughes' tenure as Commanding Officer marks the first time since 1966 that the billet of Commanding Officer has not been held by a Captain.

On 1 September 1979, Fleet Air Reconnaissance Squadron TWO marked the beginning of its 25th year in service to the Navy and the nation. Presiding over the celebrations were the present skipper of VQ-2, Captain "Jack" TAYLOR and a past C.O., Captain H. G. HATCH (USN Ret.).

The history of VQ-2 dates back to the Summer of 1955 when "Det Able" of Airborne Early Warning Squadron TWO (VW-2) was established in Port Lyauteys, French Morocco. On 1 September 1955, "Det Able" was commissioned Electronics Countermeasures Squadron TWO (ECMRSN TWO). In November 1958, the squadron was relocated to Rota, Spain and on 1 January 1960 was officially designated "Fleet Air Reconnaissance Squadron TWO".

The squadron's first aircraft were the P2U and P4M. In 1956 the squadron received its first A-3D-1Q which was later to receive major airframes changes to become what is now the EA-3B, of which the squadron flies six. In 1960 VQ-2 received its first "Warning Star", EC-121M, to replace the aging P2 and P4. The replacement for the 121's was to be the EP-3E Orion, with the final replacement of our last EC-121 being in the Summer of 1974. The squadron's present inventory consists of six EA-3B Skywarriors, six EP-3E Orions, and one P-3A (for logistics and pilot training).

From the original complement of 24 officers and 78 enlisted, the squadron has grown to over 100 officers and 550 enlisted onboard. VQ-2 has seen detachments as far flung as Danang, Vietnam, and Shiraz, Iran. Our normal "det" sites include Athens, Greece, Sigonella, Sicily and Stuttgart, Germany, not to mention the A-3's aboard SIXTH FLEET carriers in the Mediterranean. Since that day in 1955, Fleet Air Reconnaissance Squadron TWO has continued to provide electronic support to the Fleet and the nation, and rest assured that VQ-2 shall be at the frontier in the world of electronic warfare in the future.

Enclosure (1)

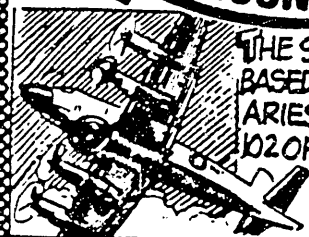
Navy Times Squadron In The Spotlight



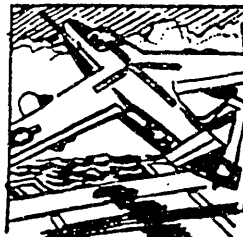
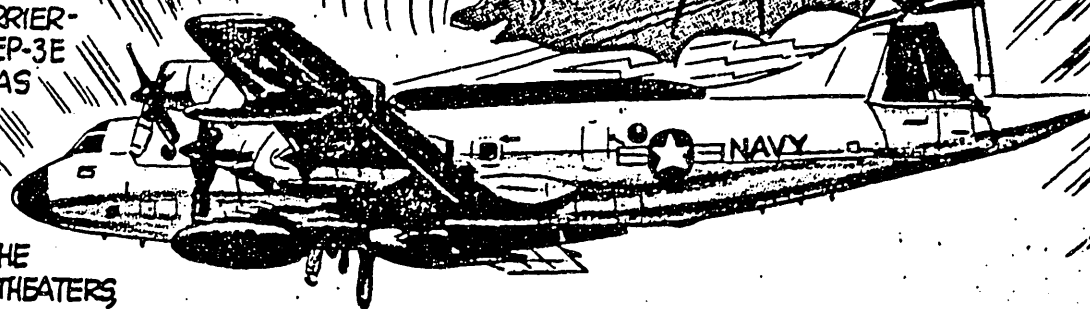
FLEET AIR RECONNAISSANCE SQUADRON 2 WAS COMMISSIONED SEPT. 1, 1955, ORIGINALLY DESIGNATED ELECTRONIC COUNTERMEASURES SQUADRON 2. IT WAS HOMEPORTED AT NAVAL AIR STATION PORT LYAUTEY, MOROCCO, AND FLEW THE P2V PATROL AIRCRAFT, WHICH LATER WAS REPLACED BY THE P4M-1Q AND A3D-1Q.

IN 1960, THE SQUADRON WAS TRANSFERRED TO ITS CURRENT LOCATION, NAVAL STATION ROTA, SPAIN, AND ITS DESIGNATION WAS CHANGED TO VQ-2.

VQ-2, WHICH HAS ACCUMULATED MORE THAN 54,000 HOURS OF ACCIDENT-FREE FLYING, HAS WON EIGHT COMNAVIAIRLANT AND ONE CNO AVIATION SAFETY AWARDS. IT ALSO HAS RECEIVED THE CINCLANTFLT GOLDEN ANCHOR AWARD AND THE NAVY AIRLANT SILVER ANCHOR AWARD FOR RETENTION, TWO MERITORIOUS UNIT COMMENDATIONS AND THE NAVY UNIT COMMENDATION.

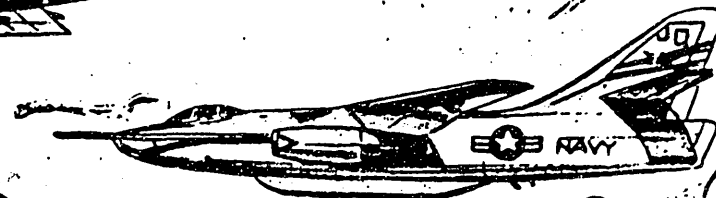


THE SQUADRON NOW FLIES SIX CARRIER-BASED EA-3B SKYWARRIORS, SIX EP-3E ARIES AND ONE P-3A ORION. IT HAS 102 OFFICERS AND NEARLY 600 ENLISTEDS.



WHILE PRIMARILY STAGING OUT OF THE MEDITERRANEAN AND EUROPEAN THEATERS, VQ-2 CONDUCTS MISSIONS OVER THE CARIBBEAN, BALTIC AND NORWEGIAN SEAS AS WELL AS THE ATLANTIC AND INDIAN OCEANS. EA-3B DETACHMENTS HAVE OPERATED FROM NUMEROUS AIRCRAFT CARRIERS, INCLUDING NIMITZ AND EISENHOWER.

VQ-2 HAS PLAYED AN ESSENTIAL FUNCTION IN THE RECENT MIDEAST CRISIS AND THE EVACUATION OF AMERICAN CIVILIANS, AND LATER THE PALESTINE LIBERATION ORGANIZATION, FROM BEIRUT. IT IS MAINTAINING AN IMPORTANT ROLE IN THE AMERICAN PEACEKEEPING FORCE.



File VQ-2

VQ-2



HISTORY OF VQ-2

During the Summer of 1955, "DET ABLE" of VW-2 (Airborne Early Warning Squadron TWO) was established in port Lyautey, French Morocco, marking the first roots of what was to become FAIRECONRON TWO (VQ-2). On 1 September 1955, "DET ABLE" was commissioned Electronics Countermeasures Squadron TWO (ECMRON TWO). In November 1958, the squadron was relocated in Rota, Spain and on 1 January 1960 was officially designated Fleet Air Reconnaissance Squadron TWO. In October 1962, the squadron established a detachment at Key West, Florida, tasked with SIGINT collection in support of CINCLANTFLT contingency plans concerning Cuba. In 1965, FAIRECONRON TWO established "DET BRAVO" in Danang, Vietnam, maintaining two EA-3B and crews there until 1969. January 1965 marked a milestone in the squadron's expanding SIXTH Fleet responsibilities the first permanent EA-3B detachment was deployed aboard a Sixth Fleet carrier, USS SARATOGA (CVA-60). The year 1965 also saw the squadron officially chopped from COMFAIRMED to COMSIXTHFLT as operational commander, with the squadron utilizing the CTG SIX EIGHT PT TWO designator, and COMFAIRMED retaining administrative control of VQ-2. Since that time, VQ-2 aircraft have been an integral part of carrier air wings in the Mediterranean and have flown a myriad of missions in support of fleet and CARDIV Commanders. In 1956, the squadron received its first A-3, designated A-3D-1Q. Since that time the A-3 airframe has received two major systems' updates to ensure the electronic capabilities of the platform maintained pace with ever increasing sophistication of the Mediterranean electronic environment.

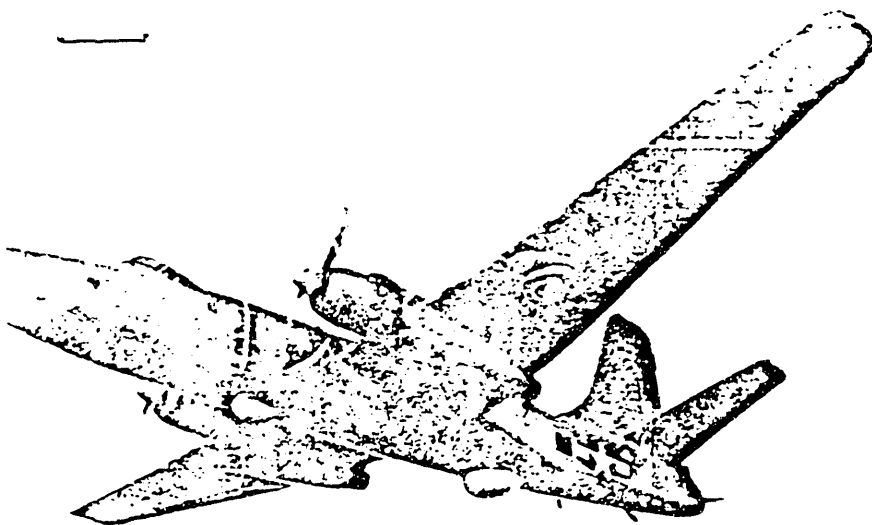
The first up-date occurred in 1959 when the new A-3D-2Q (present EA-3B) was delivered. In 1970 the first of the latest updated EA-3B's (SEAWING ALR-40) was delivered to the squadron for operational use. In 1960 the squadron received its first WV2 "Warning Star" (EC-121M) to replace the aging P2V and P4M aircraft then in use.

In July of 1971, as a replacement for the retiring EC-121M, the squadron commissioned the first of three EP-3E Airies aircraft. In May of 1972 a TA-3B, and later, a P3A were acquired by the squadron. Both aircraft were utilized as training aircraft and as VIP and high priority parts carriers.

1974 was marked by a huge turnover in the squadron's aircraft inventory. The two remaining EC-121's were decommissioned during the Summer. In their place VQ-2 acquired two of three newly configured EP-3E Deepwell (ALR 60) aircraft. The third EP-3E Deepwell aircraft arrived in mid-May of 1976.

From the original complement of 24 officers and 78 enlisted the squadron has grown to over 100 officers and 550 enlisted. Routinely flying in many areas of the world (the Caribbean, North Atlantic, Norwegian Sea, Baltic and Mediterranean), VQ-2 land based assets average over 7000 flight hours in a 12 month period.

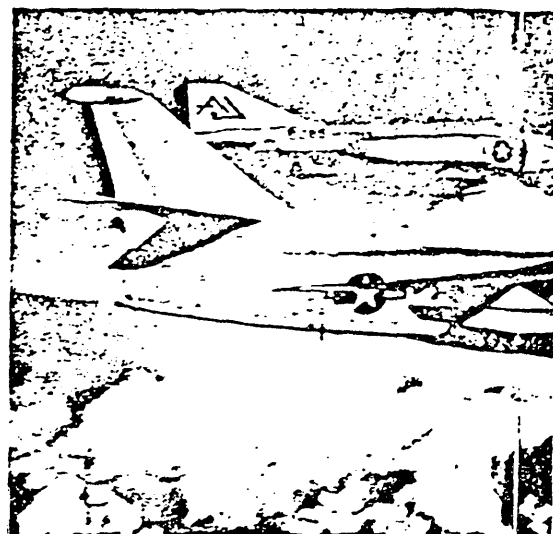
The addition of the Deepwell system, significant technical advances made in the Special Projects department and an increasingly successful training program have all contributed to keeping VQ-2 on the frontiers in the world of Electronic Warfare.



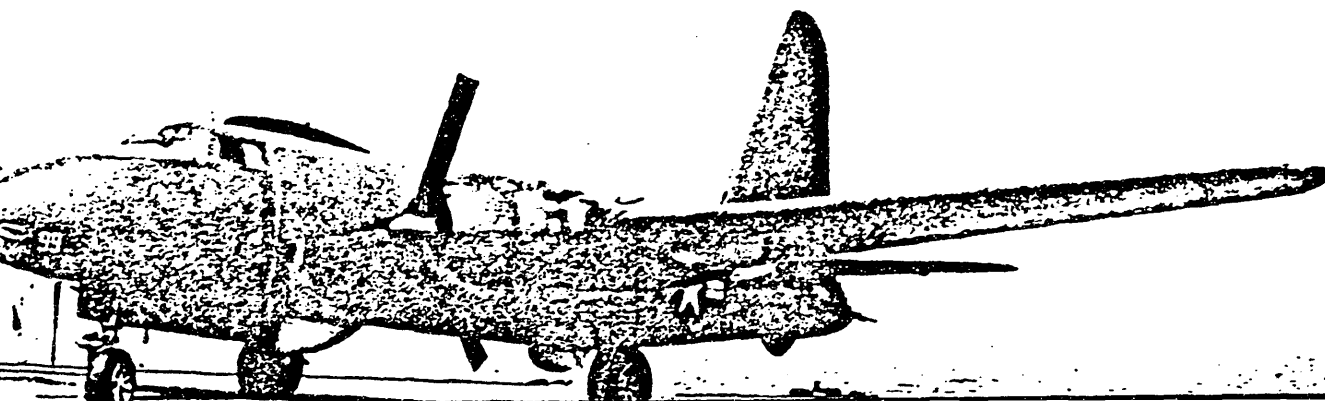
PLANES HAVE

When VQ-2 was formed, we flew the Lockheed Neptune-P2V and Martin Mercator-P4M aircraft. The Navy first ordered the Neptune on 4 April 1944, and the military model was first flown on 17 May 1945. The Neptune was developed for antisubmarine and antisurface patrol, and VQ used its P2V for pilot training, conference runs and boondoggles since it was not configured for Electronic Warfare. The third P2V off the production line was modified by stripping off armament and adding wing tip-tanks. On 29 September 1946, this plane, affectionately dubbed the "Truculent Turtle", flew 11,236 miles nonstop from Australia to Ohio to establish a world's record that still stands. In 1958 we received two P2V-5F's that were configured for our mission and at the time they really seemed modern. They had been fitted with two Westinghouse J-34 turbojets in underwing pods to supplement take-off power and increase dash speed.

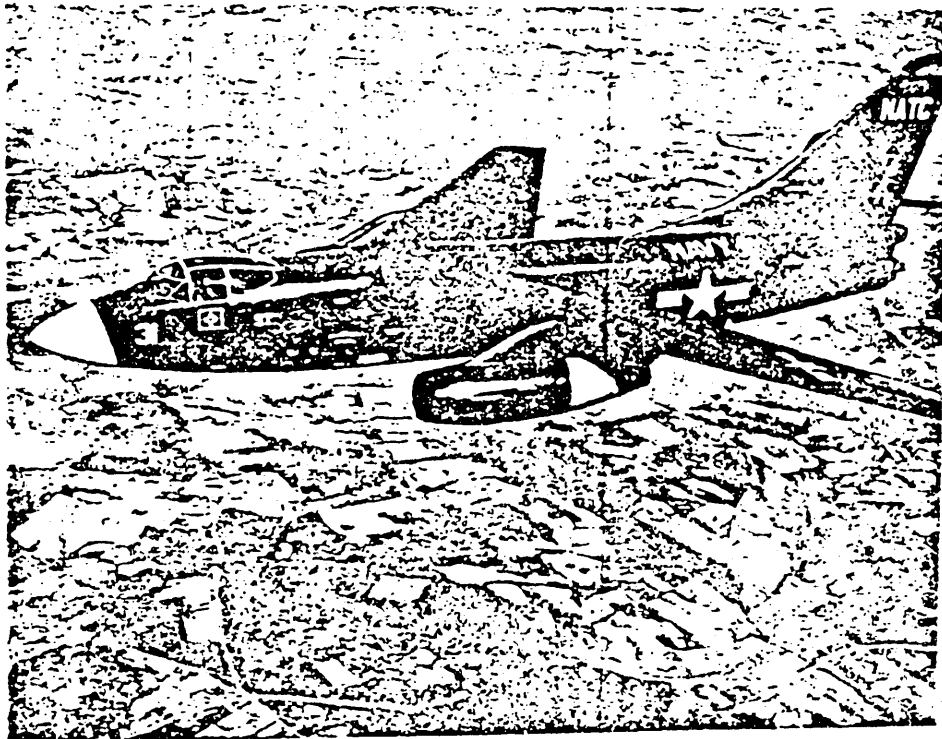
Martin first offered the Mercator to the U.S. Navy back in 1946 and by 1949 the Navy had acquired 19 of them for use as maritime patrol bombers. Those that we operated were specially configured. At first glance the Mercator looked like an enlarged version of the Neptune, but concealed behind each of two Pratt-Whitney reciprocating engines was an Allison J-33 jet engine of 4000 pounds thrust. Range was about 3800 miles with a top speed of 415 knots. Our models of the P4M contained a "new" sophisticated reconnaissance package, designed by M.I.T. graduate students. VQ-2's Mercator's made the last flight on 29 February 1960, and they and the Neptune were replaced by the Lockheed Super Constellation.



The original design of the Constellation was begun in June 1939 to meet the requirements of TWA. Our WV-2 models were built later, but apparently not much. The WV-2's were designed to serve as high altitude reconnaissance and early warning radar intelligence aircraft. Eight of them were pulled out of retirement from Litchfield Park and modified extensively by the Martin Company of Baltimore to perform an Electronic Warfare mission. From the phonetic pronunciation of WV, Willy Victor, comes the endearing term "Willy" by which the squadron refers to the Super Constellation. Our first "Willy" was received on 26 February 1960, and is still being operated as one of VQ's work horses, under the revised designation of EC-121M.



WE FLOWN



Immediately after World War II, naval strategists began to think in terms of carrier based heavy attack bombers, and in 1947 the basic specifications were set forth for the XA3D-1, which was first flown in October 1952. This airframe, after some modifications, entered service with the Navy on 31 March 1956, and with VQ-2 in September of the same year as the A3D-1Q. The 1Q carried a crew of four with essentially no back end. In 1959, we received our present 2Q models which carry a crew of seven in an Electronic Warfare role. These were redesignated in 1962 as EA-3B's. The EA-3B was the first naval aircraft that was an Electronic Warfare airframe from its inception on the assembly line. Twenty-two EA-3B's were contracted for, the first was lost prior to delivery, a second was modified to serve as a VIP jet for CNO, and the remainder were divided between VQ-1 and ourselves.



FLEET AIR RECONNAISSANCE SQUADRON TWO (VQ-2) HISTORY

In the aftermath of the Korean Conflict, the Department of Defense and the Navy in particular, placed increased emphasis on deterring aggression and military conflict through our presence in areas of international crisis.

VQ-2 was commissioned on 1 September 1955 to provide our country with an improved defense posture. Designated Electronic Countermeasures Squadron TWO (ECMRON TWO) at the outset, it was homeported at the U.S. Naval Air Station, Port Lyautey, Morocco. With a complement of twenty-four officers and seventy-eight enlisted men under the command of Commander Morris L. Kalin, VQ-2 commenced operations supporting the United States Sixth Fleet.

The squadron originally utilized the P4M-1Q and A3D-1Q aircraft. In January of 1960, the squadron was transferred to its present homeport, Naval Station, Rota, Spain. Early in 1960, while commanded by Commander Paul D. Haplin, the squadron's name changed to Fleet Air Reconnaissance Squadron TWO (FAIRECONRON TWO). Shortly thereafter, the P4M aircraft was replaced by the EC-121M Super Constellation. FAIRECONRON TWO continued to operate and maintain aircraft of this series into 1974. The A3D-1Q's were replaced by the A3D-2Q, an improved version of the same basic aircraft. These were replaced by the EA-3B Skywarrior. On 31 July 1971, VQ-2 received its first EP-3E Aries aircraft. The squadron now has six EP-3E's, six EA-3B's and one training UP-3A.

Since commissioning, VQ-2 has provided reliable, timely intelligence on areas and targets of naval and national interest. The squadron participated in numerous exercises with fleet and air units of the Mediterranean/European area, while simultaneously conducting normal operations supporting fleet and theater commanders. Exercises of notable interest in which VQ-2 has played a major role are: National Week, SHARAZ, Deep Furrow, Red Eye, Poopdeck, Ocean Venture, Display Determination, and DASIX. These are joint exercises with U.S. Naval Fleet Units and Allied Forces. EP-3E's and carrier based EA-3B's have been valuable assets in Mediterranean, Atlantic and Caribbean operations, and have provided vital support to the Indian Ocean Battle Group of the U.S. Seventh Fleet. VQ-2 was awarded the Navy Expeditionary Medal for participation in the 1993-84 evacuation of American civilians from Beirut and assistance to the Multi-national Peacekeeping Force in the Mideast crisis. Two EA-3B detachments were awarded the Navy Unit Commendation and the Meritorious Unit Commendation for service with USS Independence and USS John F. KENNEDY in March 1984.

In 1969, VQ-2 won the Naval Aviation Safety Award for the most outstanding safety record among special mission squadrons in the U.S. Atlantic Fleet. As of June 1984, VQ-2 achieved nine consecutive years of accident free flying, amassing 60,000 hours in the two aircraft models assigned.

Two Meritorious Unit Commendations have been awarded to VQ-2 for operations conducted from March 1979 through April 1980, and June 82 through May 83. As COMNAVAIRLANT's most effective and operationally efficient special mission squadron for 1983, VQ-2 was awarded the Battle "E".

In keeping with the spirit of goodwill and support of local community civic action, VQ-2 maintains a program to help a young girls' orphanage in the nearby town of Puerto Real. Through sales programs, carnival booths, and wives' club donations, the squadron annually contributes approximately \$1,500 in goods and gifts to the orphanage. Each year, VQ-2 personnel sponsor a Christmas party containing elements of the local custom of Three Kings (Magi) Day by distributing gifts to the girls. Outings to the circus and American style rodeos are also sponsored in the spring and summer. In addition, participation by VQ-2 personnel in both fund-raising and selection of deserving applicants for college scholarships is a volunteer effort in concert with Naval Station, Rota, Spain.

HISTORIA DEL ESQUADRON AEREO DE RECONOCIMIENTO DOS DE LA FLOTA (VQ-2)

Como consecuencia del conflicto en Korea el Departamento de Defensa y en particular la Marina, han puesto un énfasis acelerado en dinamizar las agresiones y conflictos militares con nuestra presencia en áreas de crisis internacionales.

VQ-2 fue comisionado el día primero de Septiembre del año 1956 con el propósito de proveer a nuestro país una postura de defensa mejorada. (ECMIRON-TWO) este fue alojado en la Base Aerea del Puerto Lyauty, Morocco. Con un complemento total de 24 oficiales y 78 marineros bajo el mando del Capitan de Fragata Morris L. Kalin, ECMIRON-2 comenzó sus operaciones en apoyo a la Sexta Flota de los Estados Unidos de America.

El escuadrón utilizó originalmente el avión de los tipos P4M-1Q y A1D-1Q. En Enero del año 1959, el Escuadrón fue destinado a su actual alojamiento en la Base Naval de Rota en España. A principios del año 1960, mientras era comandado por el Capitan de Fragata Paul D. Haplin, el escuadrón fue redesignado como el Escuadrón Aéreo de Reconocimiento Dos de la Flota (VQ-2). Poco después, los aviones P4M fueron reemplazados por el avión tipo WV-2Q, que ahora es conocido el tipo EC-121M. VQ-2 continuo utilizando y manteniendo este tipo de avión hasta el año 1974. Al mismo tiempo los aviones del tipo A1D-1Q fueron reemplazados por el avión tipo EA-3B que todavía sigue operando en VQ-2. El 31 de Julio del año 1971, VQ-2 recibió la primera entrega del avión tipo EP-3E Aires. El Escuadrón cuenta ahora con seis EP-3E, seis EA-3B, y un UP-3A que es utilizado para entrenamiento de pilotos y navegadores.

Desde el principio de su activación, VQ-2 ha participado en un sinnúmero de ejercicios especiales con la Flota y unidades aereas del area del Mediterraneo y Europa. Ha efectuado simultaneamente, operaciones normales en apoyo de la Sexta Flota y de los Comandantes del Teatro de Operaciones notables ejercicios: International Week, SHABAZ, Deep Furrow, Red Eye, Strong Express and Dawn Patrol. Entre las operaciones y ejercicios recientes en los cuales VQ-2 ha tomado parte se encuentran: National Weel, Poopdeck, Ocean Venture, Display Determination, y OASIX. Estos ejercicios militares son operaciones conjuntas de los aliados de E.E.U.U. y las unidades de la Flota Norteamericana. Aviones EP-3E operando desde la Isla Diego Garcia y aviones EA-3B embarcados en porta-aviones Norteamericanos han participado en operaciones del Grupo de Batalla del Océano Indico de la Septima Flota de los Estados Unidos desde Junio del año 1980.

En el año 1969, VQ-2 recibió el Premio de Seguridad de Vuelo conferido por el Jefe de Operaciones Navales por haber obtenido el "record" mas sobresaliente de seguridad de vuelo entre los escuadrones de misiones especiales de la Flota del Atlantico. A la fecha de Julio del 1984, VQ-2 ha acumulado nueve años consecutivos de operaciones de VQ-2 sobre paso. La marca de 60,000 horas de vuelo en ambos modelos de avion sin tener nignun accidente.

VQ-2 ha recibido dos Condecoracion para Unidades Meritorias por servicio extraordinario desde Mayo del 1979 hasta Abril del 1980 y desde Julio del 1982 hasta Mayo 1983.

En armonia con el espiritu de amistad, comprensión, y en apoyo de acciones cívicas en la comunidad local, VQ-2 mantiene un programa para ayudar un hogar de niñas huérfanas en el pueblo de Puerto Real. Utilizado varios metodos para recaudar dinero como ventas locales, puestos de ferias y donaciones de las organizaciones de las esposas de los oficiales y marineros, el escuadrón contribuye aproximadamente 1,500 dolares anualmente en regalos a las niñas huérfanas. Todos los años el personal de VQ-2 provee una fiesta de navidad en la cual se incluyen varios elementos tipicos de costumbres americanas y espanolas. También en primavera y verano el escuadrón organiza excursiones al circo y al rodeo norteamericano para las niñas. El personal de VQ-2 conjuntamente con la Base Naval de Rota ha trabajado en proyectos para reunir dinero y elegir estudiantes meritos para concederles becas universitarias.